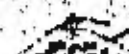



Shipping

Steamers.
STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
 The P. & O. S. N. Co.
 Steamship

Aeolus,
 Captain W. D. MURPHY
 will leave for the above places TO-MORROW, the 14th Instant, at Daylight.
 H. E. JOSEPH,
Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, May 13, 1882.


FOR SHANGHAI.

 The Steamship
Niampo,
 Captain R. KONTAR, will
 be despatched for the
 above Port **TOMORROW**, the 14th Inst.
 at Noon.
 For Freight or Passage, apply to
RIEMSEN & Co.
 Hongkong, May 13, 1892. 8

STEAM TO SHANGHAI.

 The P. & O. S. N. Co.
 Steamship
Brindisi,

loaves for the above place TO-MORROW
the 14th Instant, at Noon.
H. H. JOSEPH,
Superintendent
P. & O. S. N. Co.'s Office,
Hongkong, May 13, 1892.

FOR SHANGHAI KOBE AND


YOKOHAMA.

The Steamship
Strathlen,
Capt. CORNAGH, will
be despatched as above
Noon, TO-MORROW; the 14th Instant
For Freight or Passage, apply to
DODWELL, CARLILL & Co.
Agents.

Hongkong, May 13, 1892.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**


**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Co.'s Steamship
Kutong,
Capt. W. H. JACK
will be despatched
on **TUESDAY** the 14th. Instant



For Freight or Passage, apply to
JARDINE, MATHESON & Co
General Managers.
 Hongkong, May 13, 1892.

NIPPON-YUSEN KAISHA.
FOR KOBE AND YOKOHAMA


 The Co.'s Steamship
Milda Mare
 Capt. J. B. Macmill
 will be despatched for
 above Ports on **THURSDAY**, the
 Instant.
 For Freight or Passage, apply to
GEO. R. STEVENS & CO
Agents.
 Hongkong, May 10, 1892.

FOR SINGAPORE, HAVRE, LONDON,
HAMBURG AND ANTWERP.

The Steamship
Brissonne,
Captain JACQUES,
will be despatched as above
on or about WEDNESDAY, the 26th Inst.
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARROLL & CO.
Agents.
Hongkong, May 11, 1892.

Sailing Vessels.

FOR SAN FRANCISCO.
The 3/3 **E.T.T. American**
Wm. J. Botsch,
Br. Master, will leave

For the above Port, and
have quick despatch.
For Freight, apply to
SHEWAN &
Hongkong, April 29, 1892.

Mails.

**NORTHERN PACIFIC STEAM
AND RAILROAD COMPANIES**

PROPOSED SAILINGS FROM HOCHAMONG.			
(SUBJECT TO ALTERATION).			
Phra Nang.....	Saturday	May 21	
Batavia.....	Saturday	June 1	
A STEAMER.....	Saturday	July 2	
A STEAMER.....	Saturday	July 25	
Parthia.....	Saturday	August 1	
A STEAMER.....	Saturday	September 1	
AND FURTHER THE PERMANENT MEN- OF THE COMPANY'S REGULAR SERVICE			

THE S. S. PHUA YANG, Capt.
H. WATSON, sailing at **SATURDAY**, the 21st May, will
go to **VICTORIA, B.C. and TAOOM
KOE and YOKOHAMA.**
Through Bills of Lading issued to
Pacific Coast Ports, and to Canada
United States Ports.
Consular Invoices of Goods for
States Ports should be in quadrup-
licate and one copy must be sent forward
along with the bill of lading to the General

Northern Pacific Railroad Tacoma
 Parcels must be sent to our O.E.
 address marked in full by 5 p.m.
 day previous to sailing.
 For further information as to Free
 Freight, apply to
DODWELL, CARROLL &
 Agents.
 Hongkong, May 12, 1922.

Officer-in-Charge receives \$11 a month for the extra work, and a boat and crew are kept to pull him about. Table XXVII shows the cost of upkeep and the receipts from them; the total cost amounts to \$2,616, and the Returns therefrom to \$12,574 50, nearly 500 per cent. sound paying business.

Mrs. George Arm.	Mr. E. E. Humphreys
strong	Mr. W. K. Inglis and
Miss Armstrong	children
Mr. Bailey	Mr. Charles O. Major
Mr. & Mrs. E. V. Bro	Mr. J. M. Moorhead
nan and children	Mr. Herbert Ogilvie
Connel Badler	Mr. J. H. Perry
Mrs. Alexander Cook	Mr. Peate
Mr. H. G. Dowler	Mr. Price
Nira Forbes	Mr. A. Ross
Mrs. Forbes	Mr. Taylor
Hon. W. M. Goodman	and Mrs. J. A
Mr. and Mrs. Guinness Thomson	

HONGKONG, May 13, 1892.	
OPIMUM—New Pains, cash,	557
" Old, cash,	560
" New Benares, cash,	527
" Old, cash,	—
" New Malwa credit,	510
" Allowance, Calties,	3/4
" Old Malwa, credit,	500/50
" Allowance, Calties,	1/5
" Persian, Oily, cash,	—
" Allowance, Calties,	—
" Persian, Paper tied	330/340
" Allowance, Calties,	3/4

On London—		
Bant, Wire,	2/4	
On demand	2/4	
80 days sight,	2/4	
4 months sight,	2/4	
Credit, &	2/4	
Documentary, 4 months sight,	2/4	
On New York—		
On demand	3 1/2	
Credit, 4 months sight,	3 1/2	
On Berlin—Demand,	2 1/2	
On New York—		
On demand	6 1/2	
Credit, 60 days sight,	7 0	
On Bombay—		
Wire,	220	
On demand	220	
On Calcutta—		
Wire,	220	
On demand,	220	
On Shanghai—		
On demand	72	
20 days sight, private paper,	72	
Gold Leaf, 100 fine (per two)	\$55.50	
Silvercoins (Bant's buying rate)	6.96	

<p>(Watch or other watchmaker's time.)</p> <p>Premises, Queen's Road.</p>		
BAROMETER—	9 A.M.	29.53
Do.	1 P.M.	29.80
Do.	4 P.M.	29.88
THERMOMETER—	9 A.M.	74
Do.	1 P.M.	78
Do.	4 P.M.	76
	(Wet bulb) 9 A.M.	67
Do.	Do. 1 P.M.	70
Do.	Do. 4 P.M.	71
Do.	Maximum ...	77
Do.	Minimum over night	70

[illegible]

Tokio									
Nagasaki									
Shanghai									
Kobe									
America	20.98	69	80	78	1	c			
Anping									
Swallow	23.95	72	78	78	1	c	q	0.	
Hongkong	23.95	76	65	6	8	c			
Pink Peak									
Canton									
Macao	23.93	77	73	n	1	c			
Bolow									
Holland	23.89	78	6	3	a	c			
Philippine	23.87	85	68	6	4	c	3		
Manila									
C.S.James							sw	a	b

Barometer falling. Gradients moderate.
For E winds. Weather—Cloudy with
rather dry. (Issued 10.30 a.m.)
W. DONAGHY,
Director of the Observatory.
Hongkong Observatory, May 13, 1892.

1. TEMPERATURE, in the shade in degree Fahrenheit.
 2. HUMIDITY, in percentage of saturation, the amount of air saturated with moisture by weight.
 3. DIRECTION OF WIND, to two points.
 4. FORCE OF WIND, according to Beaufort scale.
 5. STATE OF WEATHER, a blue sky; a hazy cloud; a drizzling rain; fog; a glass fall; lightning; a overcast; a passing shower equally; a rain; snow; a thunder; a variable or dew (wet).
 6. RAIN, in inches, tenths and hundredths.

	Celestium	10 a.m.	4 p.m.
Barometer	29.93	29.93	29.93
Temperature	71	75	76
Humidity	69	65	71
Direction of Wind	ENE	E	ENE
Force	5	3	1
Weather	0	0	0
Rain	—	—	—

Highest open air temperature on the 12th

Lowest open air temperature on the 12th

Hongkong, May 11, 1892.

accordance with the requirements of the Ordinance. Bail was fixed in two sureties of \$150 each.

THE SANITARY BOARD.

Board at its last meeting certain questions were addressed to Mr Ladd, Colonial Veterinary Surgeon, with reference to his connection with the Dairy Farm Co. He makes the following reply:-

are in the week, month, or year; not at what rate he is to be remunerated for them. He has not attempted to answer question 1.—What has he done during the last three months? Nor has he answered question

The Chairman explained that he was responsible for the circulation of the document, not the Secretary.

Mr. Eds. since he had heard the statements at the Board and expressions of opinion elsewhere, was obliged to say he thought it undesirable for the Interstate Commerce Commission to take any action in the matter.

of his continuing his present connection with the Dairy Farm Company, but has no objection to his being allowed general consultant practise and to accept fees in each case as it arises.

has become ill from small pox. When the cases have been reported in neighbouring houses, a house to house enquiry is made in the locality. The method of enquiry is simply to ask the people living on each floor of the house if there are any cases of small pox there. As far as I can gather

stances where I have had reason to suspect that a case has not been promptly reported I have taken pains to make the persons responsible clearly understand the

RAUB MINES.
The following is the Mining Manager's Report for the four weeks ending 28th April, 1892:—

ing a great deal of labour in keeping the levels clean. These causes have prevented the usual quantity of crushing stuff being sent to the battery. There is no change to report in the appearance of these stopes.

In the No. 2 level (170 ft.) from engine

This I see no prospect of being done for the present. The winze connecting the top and bottom levels is now down 85 feet. The lode is a good deal broken in the bottom and underlying very fast to the east. I hope to break through into the bottom level during the ensuing week.

work has been stopped a good deal owing to taking the men away to complete the defenses of my bungalow, which I think is now fairly safe against any attack.

the Britannia neglected to do, and was at the time proceeding at a rate of speed which was unduly great; consequently the Court held both vessels to blame for the collision.

tion of the Government. The general tendency of the letters from the Foreign Office was such as to impress upon Ministers and Consuls that any legitimate efforts which they might be able to make for the promotion of trade would be viewed with satisfaction at home; and there can be no

quite unable to obviate difficulties arising from personal or racial hostilities, or even from the rooted convictions of the natives of both countries that each of them contains and represents all that is valuable in civilization.

be said that he rests his application upon any evident or plainly stated grievance. He alleges, in general terms, that English and French diplomatic and consular agents

words which can be said upon the subject to which they refer; and that the appeals to the Government, which are made from time to time, are but repetitions of the waggoner's call upon Hercules. What is wanted is that the persons most concerned should put their own shoulders to the wheel.

bring the fact home to those whom it concerns; their trade will be in no danger; but if it requires to be propped up by the efforts of Ministers and Consuls it can scarcely be worth the time which these

Howlands' Macassar Oil preserves and strengthens the hair, prevents it falling out or turning grey, and is the best brilliant tonic for everybody's use, being not too greasy for drying; also sold in a golden colour for

line—white, rose, and cream, 1s. and 2s.
6d. boxes. Ask any dealer in perfumes
for Howlands' articles, of 20, Hatton Ga-
den, London.

number and shippers would lose the passage money. It is the hall mark of British supervision and justice. It means only voluntary emigration and prevents mutinies aboard ships. It should be noted that the Registrar General's staff are also employed in the regulation of emigration.

D. h. Light-dues: \$39,654.69; for steam 3,419.382 tons of shipping paying full rates 2½ cents a ton, and \$25,826 tons river steamers paying reduced rates ½ of

11th. Medical fees for distressed British seamen, these are paid by the Board of Trade, formerly they were paid into the Treasury and therefore appeared as a revenue, but now the Shipping Master pays

to explain that the upkeep of the different establishments besides Victoria laid to for the almost exclusive use of military and naval craft are five Police Stations, 7

9

